

# **PUBLIC HEARING**

**Margaret Avenue Improvements from State Road 63 to State Road 46  
City of Terre Haute, Vigo County, Indiana**

**DES No. 0500974**

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## **Public Hearing Transcript**

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**Wednesday, August 8, 2007  
6:30 p.m.**

**Fuqua Elementary School  
1111 Wheeler Street  
Terre Haute, Indiana**

**Transcript Prepared by:**  
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*Larry Robbins:* If I could have everyone's attention, we're going to get started here.

*Larry Robbins:* This is the Public Hearing for the Margaret Avenue Corridor, 63 to 46. My name is Larry Robbins, Assistant City Engineer for the City of Terre Haute. I have with me today Pat Goodwin, City Engineer, Pat Martin, City Planner, and a couple other elected officials are in the room, I can't make them out right now. With that I'll introduce Paul Johnson with American Structurepoint, and we can get this thing going.

*Paul Johnson:* Good Evening, I know it's a little warm in here so I'm going to try to keep my comments as brief as possible, but I do have some formal things we have to cover with respect to the hearing, and want to give you a presentation of the proposed project, an overview of the environmental document that was prepared for this project, and then open it up to public comments.

A few house keeping things, at the entry table, as you came in, I know there were some folks that were here before the hearing started or before we got everything set up in the hallway, but there are sign-in sheets, there is the general sign-in sheet, then there is also two sign-in sheets if you want to get up and make your formal comments up here, make verbal comments. If you have an opportunity and if you didn't get a chance when you came in, if you want to sign, please sign the sign-in sheets. And if you're a speaker, if you want to get up and make your comments, if you can sign that before you make your comments, we will collect that right before the comment period opens so we can try to keep an order of speakers and keep that rolling. We also have a sign in sheet for any elected or public officials that want to make a presentation or make comments for this for the public record as well.

I want to provide just a little bit of background as of why we're here tonight. I know that many of you have been involved or have participated in the meeting, the public information meeting that were put on for the corridor study. That corridor plan was developed for the overall improvements from SR 63 to SR 46. That plan addressed several issues, land use, access management, engineering assessment of the roadway, current conditions and proposed conditions, and then also the proposed improvements and enhancements to the roadway so they can make the corridor more attractive.

There is also a potential alternative for a new alignment between Fruitridge Avenue and SR 46 that was also represented in that corridor plan. There were two public info meetings that were conducted as part of that study and comments were incorporated into the final recommendations. We used, American Structurepoint utilized that corridor plan as it was being developed to help prepare this environmental document that I'm going to be outlining for you tonight. Another part of this whole project is the first phase of design, which is for the first phase of the project from US 41 or South 3<sup>rd</sup> Street to South 7<sup>th</sup> Street and so those plans are all presented on the wall. We have plans of the actual 3<sup>rd</sup> Street to 7<sup>th</sup> Street design project available.

This meeting tonight is a formal public hearing regarding the environmental document, the investigation of environmental impacts from the proposed roadway improvements from SR 63 to SR 46. A legal notice of the public hearing was published in the Terre Haute Tribune Star on July 25<sup>th</sup> and August 1<sup>st</sup>. A copy of the public notice was also sent to all local state and federal officials, as well as impacted property owners. We obtained the list of property owners from public records, and therefore the property owner list was developed as of the property owners of record. So if you are a property owner along Margaret Avenue or impacted property owner in the roadway and you didn't receive a public notice, please let one of us from American Structurepoint know, or the City staff, so you can make sure that you are on any future mailing list that we may have.

The purpose of this hearing is to provide you an overview of the proposed project and also to receive your comments, concerns, and suggestions. Please note that design plans have only been developed for the first phase of this project from US 41 to South 7<sup>th</sup> Street, and those are not final construction drawings as of yet. The remainder of the corridor is still a proposed project corridor, so final design has not been implemented on any of the remaining portions of the project to date. We're just studying what the potential environmental impacts from that proposed area is.

There are several ways that you can make comments on this proposed project. The first way is you can, during the public comment period tonight, come up here, present your comments. We will be recording all comments made; we will be preparing a transcript of those comments. We will not be answering or providing responses to your comments tonight. We will be doing that in written form following the hearing.

The second way is, at the back of the information packet that was on the entry table there was a comment sheet, it was the last page in that information packet, and you can write your comments down on that and you can hand it to one of us tonight or you can mail those in. You can mail out the comments or write the comments on the project (you don't have to use this form) and send those in to American Structurepoint, the address is right here on the form. I'll have a slide that shows the address again. We have asked that comments be submitted either post marked by August 24<sup>th</sup>, so there's a two week comments period following this hearing.

The third way is you can email comments to me, you can send me an email. I've got my email address right here on this form or you can fax them to me, and all of the numbers and my email address is right there.

We have provided, as noted in the public notice, we have provided certain documents available for public review beginning on or before July 25<sup>th</sup>. That included the Categorical Exclusion Report, which is the environmental study that was done on the corridor, corridor plans, the sheets that were drawn from the, or prepared for the corridor study, and then also the hearing set of plans for the initial phase, Phase 1 from US 41 to 7<sup>th</sup> Street. Those plans have been available with the City of Terre Haute Engineering Department and the address at 17 Harding Avenue, Room 200.

The project team that has been working on this from throughout the project includes Mr. Pat Goodwin, the City Engineer, Larry Robbins, whose been the Project Manager on this project for the City of Terre Haute, HNTB Corporation prepared the corridor study, and then from our firm, American Structurepoint, first of all there's Mr. Clint Sparks, who is the Project Manager for the roadway design,

with Chris Schultz, who is the Project Engineer on the roadway design, and then myself. I'm Paul Johnson and I oversaw the investigation of environmental impacts.

The agenda is outlined in the beginning of your packet. First of all we're going to present the proposed project, provide you a project description; we'll go through each segment as outlined in the corridor study and in the environmental document. We'll talk a little bit about maintenance of traffic, the anticipated project schedule, right-of-way impacts, impacts that are going to be from the proposed right-of-way, and then also the environmental impacts. Then we'll open the floor for public comments. All those comments will be recorded, as I mentioned before; all the comments will be recorded, we have two recorders here to try to catch everyone. We'll ask the speaker to come up to the podium to make their formal comments.

The need for this project is based on the lack of traffic carrying capacity particularly in the 25-year design year life of the project. Existing roadways are two-lane roadways and the travel lanes are ten-foot-wide, currently. In future years there will be an increase in traffic, and therefore an increase in congestion due to these predicted traffic volumes.

There's also been significant crashes, 162 crashes during the two year span 2003 through 2005. 29 percent of those crashes were within the first phase of this project area, from 3<sup>rd</sup> street to 7<sup>th</sup> Street. Intersection improvements were also noted to provide additional turning lanes, particularly for the Phase 1 project at both 7<sup>th</sup> Street and at US 41.

For our purposes, in terms of the environmental study and as also outlined in the corridor plan, we broke this into different phases or different segments. The first phase again is the 3<sup>rd</sup> Street to 7<sup>th</sup> Street, and then we'll talk about the remaining corridor, which is in the segments SR 63 to US 41, 7<sup>th</sup> Street to 19<sup>th</sup> Street, 19<sup>th</sup> Street to 25<sup>th</sup> Street, 25<sup>th</sup> Street to Fruitridge, and then Fruitridge Avenue to SR 46, and that includes the proposed new alignment corridor as well.

For Phase 1, the reconstruction of, Margaret Avenue is proposed to be reconstructed to include a five-lane curbed section; that five lanes will be two, 11-foot-wide travel lanes in each direction, a 14-foot-wide, 2-way left turn lane (center-left turn lane), and then added turn lanes and signal modernization.

The next segment we'll talk about is the SR 63 to 3<sup>rd</sup> Street segment. The reconstruction of Margaret Avenue will include two, 12-foot-wide through lanes, a 16-foot-wide flush median, and five-foot-wide sidewalks and planted buffers on each side of the roadway. This segment of the project would maintain the existing alignment, with some additional right-of-way necessary to maintain the new travel lane configuration.

The next segment, this is the 3<sup>rd</sup> Street to 7<sup>th</sup> Street plan. The 7<sup>th</sup> Street to 9<sup>th</sup> Street segment will include a southern shift of the alignment to avoid impacts to Ouabache Elementary School and Grandview Cemetery. The reconstruction will include a five-lane roadway with 12-foot-wide travel lanes in each direction and a 16-foot-wide raised median, and then 8-foot-wide sidewalks on each side of the street. There's also a proposal for improving the railroad crossing west of 19<sup>th</sup> Street, and right now that is still being developed as whether that will be an overpass or underpass.

The next segment of the roadway is from 19<sup>th</sup> Street to 25<sup>th</sup> Street. This will have a realignment, a slight realignment to 20-foot south of the existing centerline to bring it a little more to the north. Again this will be a five-lane roadway with two, 12-foot travel lanes in each direction and a 16-foot continuous two-way left turn lane, and 8-foot-wide sidewalks on each side.

The segment between 19<sup>th</sup> Street and 25<sup>th</sup> Street will include some alignment shifts, a 20-foot south shift of the alignment at 25<sup>th</sup> Street, a 6-foot shifting back to six feet to the north at roughly at Winthrop Avenue, and then southern shift again at Fruitridge Avenue. These shifts are primarily to avoid impacts to existing residential properties. This again, two, 12-foot-wide travel lanes in each direction and a 16-foot-wide raised median and sidewalks. In addition, there will be a need to reconstruct the bridge and culverts at Thompson Ditch to accommodate for the additional travel lanes.

The last segment of the project is from Fruitridge Avenue to SR 46. This includes a new alignment section, which trends to the northeast, it ties into SR 46 near the new Super Wal-Mart complex shopping center and what is now the new Margaret Avenue intersection. This will be a five-lane roadway, again, same basic configuration with two, 12-foot-wide travel lanes and 16-foot-wide raised median. The existing Margaret Avenue would be reconstructed to two lanes, 16 feet wide in each direction, one lane each direction, and a cul-de-sac terminating that road just west of the new Margaret Avenue where it turns off to the north. Again, we've provided maps showing each of these, or the proposed alignment on the walls and you can look at them. We also have property lines and the most recent property owner information as well.

The right-of-way impacts from the proposed project for Phase 1 include, will require acquisition of approximately two acres of new permanent right-of-way. The remaining corridor will require roughly 37 acres of new permanent right-of-way, and a lot of that is within the new alignment section of the proposed project.

Proposed project cost: Roughly 70 million dollars for the entire project and this is for construction and right-of-way.

Proposed project schedule outlines some key dates or key milestones in this process with the initiation of our study. It began back in November of 2005, and we've had public meetings that were conducted as part of the corridor study in July of 2006 and August of 2006. The draft design for the roadway was begun in 2005 and it will continue through 2008 on the initial phase, Phase 1, and then beginning in the spring of 2008 for the remainder of the corridor.

The public hearing tonight covers the entire corridor from SR 63 through SR 46, of right-of-way appraising will begin in the fall of this year, 2007, for the Phase 1, the initial phase of the project, and then roughly Fall of 2009 for the remainder of the corridor. The anticipated start for construction for the Phase 1 will be in August 2008, and then for the remainder of the corridor from 2009 to 2012 for various phases.

One of the things I wanted to mention, and I don't believe we got this into the slide, is that the traffic maintenance with the project, is that the intent is to maintain traffic, flow of traffic, in at least one lane of traffic will flow in each direction throughout the duration, so that all residences and businesses will have access to their property.

I want to turn the program over to the environmental impacts that were evaluated as part of this environmental document, what is termed a Categorical Exclusion. It's one of the levels that the Federal Highway Administration and the Indiana Department of Transportation have for evaluating environmental impacts from a proposed project. This document was reviewed by both... the document that was prepared for the proposed improvements to Margaret Avenue is reviewed by both the federal highway administration and INDOT, the Indiana Department of Transportation. That document was approved by those agencies on July 13, 2007, of this year. There were no areas of significant environmental impact that were identified as a result of the project.

The scope of the environmental study evaluates both the natural and human environment. Things that we look at are waterways, wetlands, and endangered species. We also look at potential relocations, both residential relocations and business or industrial relocations. We have to evaluate how many of those and what level of significance those will be. We look at historical property, potential historical properties, and any impacts on them, and then also social and economic factors.

As part of the environmental impact evaluation, we coordinated with over 20 federal, state, and local agencies were asked to provide input into this process, and those include the Department of Natural Resources, the US Fish & Wildlife Survey, the Army Corps of Engineers, etc. Community input or public involvement began with the public information meetings that were part of the corridor study and the input that was put into that as well as tonight's public hearing, will also be vital components of that environmental investigation.

As I said earlier, we investigated historical properties, potential historical properties, we consulted with state and local historical preservation organizations; we asked them for any input. We photo-documented all the structures and objects on Margaret Avenue as it exists in the proposed new alignment area. Archeological reconnaissance was performed on the area and no properties that were listed or eligible for national register of historic places were identified within the proposed project area. That determination was made by the federal highway administration that there were not historic properties affected.

We also evaluated "waters of the United States." Three wetland areas were identified along the route and that would result in a potential impact of 0.03 acres of existing wetland. There was only one wetland that was in the proposed right-of-way, remainders were on the perimeter of the right-of-way in that small amount of acreage. There was one stream crossing of a perennial stream, and that was Thompson Ditch.

In terms of social and economic impacts for the entire corridor, 26 residential and 17 commercial relocations are anticipated. For the Phase 1 area, this includes three residential and five commercial properties that will have to be relocated as a result of the proposed project. The realignments that were undertaken or proposed do help minimize the amount of potential relocations that are needed. Another area of human impact that we looked at, we also evaluated potential noise impacts from the increase of travel lanes on the roadway, and it was determined there is no significant level of noise impact and that noise barrier walls were not even feasible to construct on the roadway.

Environmental permits that will be required, or that are anticipated to be required, on this project include a section 404 Permit, which is for the stream crossing and the potential wetland area, and that permit will be issued of the US Army Corps of Engineers. A section 401 Water Quality Certification, which is again for the wetland and stream crossings and will be issued by the Indiana Department of Environmental Management, and then there is also a, what they call, Rule 5 Erosion Control Notification Permit that would be reviewed by Vigo County Soil Conservation District and also the Indiana Department of Environmental Management.

I want to turn my attention to a couple of documents that we had in the entry way, and I know that we ran short of those and I want to please note that if there is anyone that, or needs to have copies of these documents, please let me know, make sure I jot that down on the sign in sheets so that we can mail you a copy of those out this week and I know we ran 100 plus copies of each of those documents.

The first document is for acquisition of real property. Land acquisition by a state or federal or local government is regulated under, what they call the Uniform Act. What I want to do is just give you a little brief snapshot as of what these two documents talk about. As part of any land acquisition it requires just compensation as part of any land acquisition that local, state, or federal government would undertake. That acquisition process includes appraisals of your property, review appraisals, and then negotiations on a fair price. The amount of compensation can not be less than the fair market value of the property. In cases of partial acquisition, in other words, where the proposed right-of-way will only require a portion of your property, that the agency that is making that offer will state the amount to be made for the part to be acquired, a separate amount will be stated for damages to the remaining property, and then if the remaining property has little or no value then the agency will consider purchasing that remainder.

When an agreement is reached following the negotiation process, the owner will be asked to sign an option to buy, but the agency will ask for an option to buy; a purchase agreement or an easement or a deed will be the final documentation of that. If there is no agreement on that process then it will likely go to a mediation to try to mediate that evaluation of fair market value. In the very worst case, which hopefully will never happen, is condemnation, which is when the court decides what the fair market value will be.

The second document that we have available is a relocation assistance, the brochure that describes your rights and benefits under the relocation. As part of any project that has federal money, as part of it, relocation assistance has to be offered and that's available to residential, commercial, or farms, or any non-profit organizations in the area. The assistance is provided to help locate suitable replacement property. Relocation payments, payments that are made as part of relocation costs, are not considered income, so they're not taxable income; they're compensation for a loss. Appeals, any person that has a grievance with respect to how the relocation process went can appeal this to the local agency to the head of the local agency, then grievances will be as part of the Uniform Act, will be promptly heard, and then you will also have the right to be represented by legal council

For residential relocations, a relocation counselor will be available, will be made available. They will interview to help you determine where your needs are, what size house, what yard, etc. They'll explain the relocation services available and payments to be made and then provide a listing of current comparable housing available. The replacement housing cost that will be included can include moving

costs and related expenses, replacement housing, and then any purchase supplement. If you can not find any suitable house for what your settlement is then there's an adjustment provider.

For businesses, farms, and non-profit relocation, this is available to both owners of the business, farm, or non-profit organization, as well as tenants in that building. This includes moving cost reimbursements, and that can include actual and reasonable moving expenses, this can be done by a fixed payment where one cost is provided and then you are to come up with your moving expenses based on that fixed payment, and then also direct loss of any tangible personal property that's lost or damaged during the relocation process. Another thing that's also available is reimbursement expenses for searching for replacement property. Other relocation payments that are available include reimbursement of related expenses, such as connecting the utilities, any professional services that are needed in that relocation, and any impact fees, in some cases for businesses there may be an impact fee towards the sewer, water, electricity, etc., demand load for the new building, and also reestablishing expenses for repairs, improvements, etc.

Again, I just tried to cover the basic contents of what those two documents available are on. If you did not receive a copy, wanted to get a copy and you need a copy, or want a copy, please let me know and I will make sure we jot that down and get you a copy promptly.

Again, I just wanted to cover the comment process, which is, there are four different ways we will receive comments and again we will not be responding to comments directly during this public hearing session, we will be available following the presentation along the walls to answer any question you may have. Those will not be part of the formal public record. The first is, just fill out the comment sheet that we have in the back on the information packet and you can give it to any one of us, the folks that we'll introduce tonight. You can mail that to me, again by August 24<sup>th</sup>, you can fax it to me by August 24<sup>th</sup>, or you can send me an email with your comments, and you don't have to use that comment form that's just provided for convenience sake. If you want to just write me a letter with comments that's perfectly acceptable, as long as any mail comments are postmarked by the 24<sup>th</sup>.

At this time I would like to open up the meeting to formal public comments. I'm going to be collecting the speaker sign in sheets. We have five people that have signed up to make public comments so I'm not going to be real, real strict, accept for maybe the heat stroke I might have during the time, but we have five folks that have asked to make public comments, we'll get those folks to come to make their comments. At the end of these five individuals I'll open the floor to anybody else that would like stand up and make comments. I would ask that you make your comments up here at the microphone, and that's not to dissuade anyone to make any comments, it's just that we need to have those comments heard by the audience and recorded so we can respond to them formally.

The first individual that's asked to speak tonight is Darrell Felling. Mr. Felling, if you'd like to come up.

*Darrell Felling:* Good evening Ladies and Gentlemen. Sorry about that. I thank first of all the State and City for at least allowing us to gather here this evening to discuss this project, and there are a lot of things that need to be said and I'll try to keep mine as abbreviated as possible. I think my first question is, who really wants this road and what extent? Where is this 73 million dollars going to come from and I ask who is going to pay ... I think it's us property owners.



Second question is why have not other alternatives been looked at or looked to? How many of you were aware there was a public meeting July the 12<sup>th</sup> of last year, 2006? Show of hands ... A few. How many of you knew about tonight's meeting before this week. (*Inaudible voice in crowd*) OK, just recently for the most part. The public notice, I know that some of you read the legal notices and some of us have to, but for the general public, I think there are a lot more people that are concerned about the impact about this project. As an alternative we are all aware of the 641 bypass. This project's been underway now for some 15 plus years, but if that is to be a bypass running adjacent to I-70, I question whether and why hasn't the city worked with the state to hook up with the 13<sup>th</sup> Street corridor and use a millions of dollar project already in the making for this so-called needed road to get out to SR 46.

Second point I'd like to make is what about the railroads? Have any of you been railroaded at 19<sup>th</sup> and Margaret lately? How many for an hour or longer? Well, this particular project, Ladies and Gentlemen, I'm not sure if it's the chicken or the egg, which one comes first, but when I went to City Hall to see how we motorists, who might use this new road, were going to get across at least the CSX Railroad tracks, and here's what is on the walls of the City Engineers office on the second floor. A railroad crossing configuration to be determined in future, railroad relocation study. There is no such thing according to CSX. I know the Mayor said he went to Indianapolis and met with a few folks this spring, but if we're going to put up these millions of dollars and some of us loose our property and our businesses it only seems logical that we're able to use this road and not be blocked, by what the state law says, for more than ten minutes, and then the state penalty is \$110, which CSX laughs all the way to the bank when they pay it, and the county, I believe, fines them \$109, and they can sit there for literally an hour or longer usually before they dispatch someone down to tell them to get it in gear and open up the intersection. But I can not, for any reasonable determination, understand how we can start condemning property here in a few months, and we have no overpass, no underpass, or no so-called reconfiguration or relocation of, well actually there are two sets of railroad tracks because you also have the Canadian Pacific just directly east of the intersection of 25<sup>th</sup> and Holman. I heard tonight that there's not any significant environmental impact. I represent to you that from a historic perspective, they may have check the national register and perhaps there were not any civil war battles fought in Vigo County, but I can tell you that the Bettenbrock Farm has been in the family, Mary? OK, close to 200 years. That sounds pretty historic to me. I can tell you that several other families have also had historic significance of having family farms, family residences for many, many years. There's one discussion of one cemetery, which we all know just directly west of the railroad tracks at CSX, but there's no mention of what I do believe is a, goes back to Civil War days, it's a cemetery called the Dickerson Cemetery right off SR 46, directly west, not far from Wal-Mart. That's never been mentioned and that certainly has some historic significance.

When you look at the last phase of this project, Ladies and Gentlemen, study very closely the reconfiguration, as they call it, of at least the road from 20, excuse me, Fruitridge out to SR 46. We have a snake road that takes off just a little bit east of Fruitridge on Margaret Avenue. It intersects and cuts the Bettenbrock Farm almost right down the middle, with an S-curve in it, and it makes all the folks in Riley and southern part and southeastern part of the county. If you want to use Margaret Avenue as a corridor to go west or coming back home from the east, you're going to have drive up to Wal-Mart and use that intersection to get a half a mile north, by the way, of Margaret Avenue and SR 46. So you'll get to drive a mile out of your way to go that way and a mile out of your way on your

way going back home or to your business or to a business. That four-lane road, I would submit to you is really being created for the privileged few and not us average home-owners, tax payers, or citizens.

Finally, I would just ask the city and its wisdom to please reconsider this project to see what other options exist in the interest of motorists and taxpayers. Yes, I think everyone in this room wants progress, but progress should always be as fair and as equitable as possible, and I submit for my brief study of this since this past April, that this plan is lacking in many respects. Thank you.

I apologize; I did not state my name for the record. Darrell Felling, I live at 1636 South Palmer Street, Terre Haute, Indiana 47803.

*Paul Johnson:* Thank you very much.

*Darrell Felling:* You're welcome.

*Paul Johnson:* OK. The next speaker is Kathy Sturgeon.

*Kathy Sturgeon:* My name is Kathy Sturgeon; my address is 3450 South Beddow Street, Terre Haute, 47802

My comment, I also back up Mr. Felling, I appreciate what you said, I am so sick and tired of these people thinking you can push over any farm that you want. They don't make anymore farm ground folks. If you keep tearing it up, there's not going to be any more left and I don't know where you think you're gonna get your food at. The other thing is that when I drive down Margaret Avenue, I don't know how many times every single week, I've never seen any problem, any congestion, until you hit the railroad track. So, it seemed like the only good thing that I saw Mayor Anderson, the previous mayor, say was to put an overpass at 19<sup>th</sup> and Margaret. I think if we do that, that surely will resolve all the problem. Thank you.

*Paul Johnson:* The next speaker is Karin Felling.

*Karin Felling:* My name is Karin Felling; my address is 7195 East Moyer Drive, Terre Haute, 47802

I only have one brief comment and that is that there are very few straight roads that go through Terre Haute, specially east-west, and it seems kind of odd to take a straight road, Margaret Avenue, and add a bunch of curves to it and make people go out of there way. Thank you.

*Paul Johnson:* The next commenter is Linda Langer.

*Linda Langer:* My name is Linda Langer; I live at 3105 South 11<sup>th</sup> Street, 47802, Terre Haute, Indiana. I do want to commend Darrell Felling for all his work that he done. He brought out a lot of light that I hadn't seen, but my main concern is the children. As a grandparent and as a school crossing guard for several years out here on Margaret Avenue, and nearly getting knocked out of the road two or three times, what are they going to do for overpasses for these children? Have they thought of how their going to get from one side of the street to the other? I went to Gene Frengen, a City Councilmen and a City Engineer whose no longer here, and they told me they'd put sidewalks down the north side

of Margaret Avenue. Well that's just fine, but how does that get the kids from one side of the street to the other? And then it creates a traffic hazard because kids are going up around here are going to drive up and down that street and maybe get run over by a car. Thank you.

*Paul Johnson:* OK, our next speaker is Anita Jackson.

*Anita Jackson:* My name is Anita Jackson; I live at 2367 Cailynn Drive, in Terre Haute, 47802.

Darrell Felling covered so many points that I wanted to cover so I don't need to do that. My real concern is the danger of emergency vehicles not being able to get to the hospitals, and I don't know whether it's going to take a city official's family on one side of the tracks that can't get to the other but it's the railroad track at 19<sup>th</sup> and Margaret that concerns me the most, and I don't know what the study is since they but the traffic light in, but I don't think it helps a bit. Thank you.

*Paul Johnson:* OK, the next speaker is Robert Flott; I hope I pronounced that correctly.

*Robert Flott:* My name is Robert Flott and I live at 2120 2<sup>nd</sup> Avenue.

I'm the editor and publisher of the Wabash Valley Journal of Business and just to be totally honest with everybody I am a candidate for City Council. I have obtained the 291 page study from the engineering department on the Margaret Avenue corridor. Now how many of you have read that? 291 pages. You haven't read that? That's a very interesting read. I'm amazed that that's not available for everyone to see. It is if you check out my website, you can download it and you can read it, and I think you all should, it's very important.

A couple of comments here; one, I've heard, tonight I've heard 70 million dollars for this project. When I received the press release from Mr. Ciancone, from the Mayors office, his press release said it's a 73 million dollar project. The 291 page project says it's a 67 million dollar project, so we have three figures there. Do we take an average? I'm cur...um... there's a lot of interesting details into this, for instance, crosswalks with paving stones, lots of very fancy street lights, um, you know, glass brick signs and intersections. I agree whole heartedly that we need to do something with Margaret Avenue. It is well over capacity. It's probably several 100 percent over what it was designed to handle. I think that that's a granted. I don't think anybody in here disagrees with the fact that Margaret Avenue is much busier than what it was built for. Do we need to build five lanes... or four lanes? I don't know. But one of the interesting things is, the cost per mile for this project is about the same as the I-69 project that most of us in here argued rather strongly to the governor saying that that was just too much money. Now why is 14.6 million dollars per mile OK for Margaret Avenue, but too much money for I-69? Thank you.

*Paul Johnson:* Thank you very much. Our next speaker is Eva Kor.

*Eva Kor:* Good evening. My name is Eva Kor; I live at 220 Adams Boulevard, Terre Haute, Indiana 47803.

First of all I've often heard government officials say that citizens of Terre Haute do not care about what is going on in their community. I am very pleased, and I came here to see this overflowing

crowd. We care. We are not given an opportunity to be informed but when we find out, we show up. The problem that I see, and I think it's a big problem, INDOT has shoved down our throat many projects, I have attended some INDOT meetings and it was like throwing the water off of the... *(Inaudible)* It doesn't mean anything to INDOT, what the citizens want to say. I have the singular experience with the Terre Haute City government. When we *(Inaudible)* the citizens who pay their taxes, we have no voice. Then where do we turn for people to listen to us and act in our best behalf. I have heard many people in here say that Margaret Avenue will be too busy, in my opinion and I drive down it two to three times a week, over Margaret Avenue, through First to Third Street to maybe 20 feet *(Inaudible)*, but not at much. I think that maybe First to Third Street a little bit south and so that Second Street you might see the traffic, but from there on I don't see the need to spend 70... *(Inaudible)*... parking meter.

And number two, I have read through these papers. I did not see where the money's coming from. Please INDOT and the Terre Haute City Government, in order for us the citizens to trust you, you have to spell out how much taxes we will have to pay, because our property taxes are already sky high and we are taxed beyond our means. So for who are you building these wonderful roads if we won't be able to afford to live in Terre Haute. I would like to know and that's an important question for all persons who are concerned about this town. I love Terre Haute and I want what's best for it. *(Inaudible)* The project that will be shoved down our throat *(Inaudible)* do not indicate that the city government or INDOT cares about what we want for our community. Thank you.

*Paul Johnson:* Thank you very much. That was the last speaker that had signed up. At this time will open it up the floor to anyone else who wants to come up, beginning with this gentleman.

*Joseph Selliken:* Hi, my name is Joseph Selliken; 1400 East Crossing Boulevard.

For the most part, I have seen and I haven't had a chance to read the entire 290 report. The beginning of that report is very interesting in that it justifies this project on the basis of the need to get from Highway 46 to SR 63. If there's such a great need for that why not build an exit from Interstate 70 to 63? That would be a nice quick way and there would be no trains we would have to cross. There is an obvious little bottleneck between 7<sup>th</sup> Street and 3<sup>rd</sup> Street that's four blocks long. We could probably get that done for a few million dollars and forget about the other 65 million dollars in the cost of this project. I would certainly be interested to know who the decision makers are and the manner in which the public would be able to express its opinion to bring a halt of the gross waste involved here.

The other thing I'm sort of curious about is, if the need for this project is to get people from 46 to 63, I wonder what the need for that is. Is this possibly to take care of the traffic that might be coming from Indianapolis to need to sort of loop them by the gauntlet of shopping at Wal-Mart on their way to 63? When will we hear about the need to spend 16 or 15 million dollars a mile to improve 63 north bound to the new gambling facility that we haven't yet heard about? We'd like to know about that before we decide what we need this project. And again, even if that's the case, wouldn't it be much cheaper to simply build an exit at 63? Then of course, we wouldn't want people from Indy past the gauntlet of the Wal-Mart at 46 then, would we? Whose benefit is that for and whose paying for it?

*Paul Johnson:* Is there anyone else that would like to speak tonight? Ma'am, If you could just state your name and address.

*Carolyn Ives:* Carolyn Ives; 3028 South Lea Lane.

*Carolyn Ives:* Basically I was raised in county government and I spent 30 years working for the state. I realize we are probably beating a dead horse; however, I want to address the section that runs from 25<sup>th</sup> to Fruitridge that would affect my property. First you're talking about shifting the center lines south 20 feet. If you will look at the map, that shift that's south 20 feet affects three homes on the south side and there on the north side is farm ground. So, you know, how can you visualize affecting three homes versus farm ground? Then when you come to the next area where there's homes on both sides, I've lived in that area for 35 years. The homes that are being protected with that 20 feet shift south are the new homes, not the residents that have been there 30 and 50 years. Also, it's my understanding that the driveways on the south side are going to have access blocked in turning west. Now if I come out of my drive and drive up the hill to Brown Avenue, which will be the closest crossover, how safe is it going to be for me to pull in Brown Avenue and back out on Margaret on the hill? As far as the 8-foot sidewalks on each side that's going to turn into a trail. There's a trail up on Holland Street. Do we need a trail also on Margaret Avenue? I have young kids parking in my drive. We are far enough away from the road, I have found condoms at the end of my drive. If they give us a trail in the same area, how many parkers am I going to have to run out at night then? Thank you very much.

*Paul Johnson:* Ok, thank you very much. Any other audience members who would like to speak or make there comments tonight?

*Anonymous Female voice in audience:* I have a question.

*Paul Johnson:* We can have any questions and answers following the comment period. We would just like to have the, just conclude the comments...

*Anonymous Female voice in audience:* (Inaudible)

*Paul Johnson:* I would like to give everybody an opportunity to have/to make a comment first, then we can have as many conversations afterwards that you want to. If that's alright? Sir?

*John Heaton:* John Heaton; 400 Margaret Avenue is where my business is.

*John Heaton:* So, I'm in the first phase that's going to be affected. I actually live in Clay County so I drive Margaret Avenue every day, and in addition to what Darrell Felling has said about the railroad tracks, which if I take Margaret Avenue right now my wife hits me because she says I'm stupid for going that way because if the stop light doesn't get ya, the train does. So I agree with that and I think they're trying to address that problem but I haven't heard what the answer is to that yet. But then at the other end, which I'm at 400 Margaret, which is one block away from 3<sup>rd</sup> Street, everyday traffic backs up in front of my office building. When you get in to that Margaret lane you can not make a left turn onto 3<sup>rd</sup> Street. The traffic gets backed up from the light that goes onto highway 70 and then the light beyond that. So I don't know if they've done anything to address that or not but I haven't heard anything about it. You know, I'm all for this to be a better corridor, I mean I hope to help with the project and that as I do, but that's something I have observed and as we've thought about this for a

long time, I mean, I've known about this project possibly taking place for 20 years, since I've been there since 1979. But that's just a question I would like to have answered. So, thank you.

*Paul Johnson:* Any other audience members that would like to speak tonight, make their comments on the project? OK, well at this time I would like to remind everyone that comments will be heard, these comments that were made tonight, the verbal comments, will be transcribed, they will be summarized and then responses to each comment will be prepared. Also, comments that are written, and I encourage you to write any of your comments in and send those in either by mail or by fax or by email. Again, if they could be post-marked by August 24<sup>th</sup> or sent to me via fax by August 24<sup>th</sup> they will be incorporated into the public record for this project. All of this information, the summary of that information will be submitted to the Indiana Department of Transportation as well as the City of Terre Haute, and that information will be available through the city. At this time we will close the public hearing and will make ourselves available if you have any questions that are not for the record. Also someone had mentioned to me that the relocation and land acquisition brochures that we ran out of, but also on the federal highway administrations website, they also have those documents that can be downloaded or you can view them right online, if you want to do that. And that's the Federal Highway Administration website. If you have any questions about getting that, you can call me or email me and I can help you get there. So, thank you very much for coming tonight and if you have questions that you want answered off the record, we will be happy to do that. *(End Recording)*